MME, ROLAND, A Biographical Study, By Ida M. Tarbell, Pp. xii, 328. Charles Scribner's Sons.

A wealth of new material makes this book a thoroughly original study of Mme. Roland's life and character. As usual in such cases, the result has been to restore to humanity and to imperfection a figure that was too flawless and too much idealized for this world. In a certain degree Mme. Roland was one woman in her memoirs, written with a conscious autobiographic purpose, and another in her letters, which depicted the emotions, the fancies, the illusions, the convictions, of a given moment. It mixes up one's otions of martyrdom to learn that this woman, ho for a time ruled France as if she had been its queen, and was sent to the guillotine on a political accusation, really welcomed death for the exclusively feminine reason that she loved another man better than she did her husband. Nor is it less startling to learn that this enthusiastic republican once made the most strenuous efforts to secure a title of nobility for her husband and herself. Ardent republicans, however, should not take this as a sign of moral obliquity. It was really incidental to another far greater contrast in the life of Mme. Roland when she, born and bred in Paris, a city woman to her finger-tips, adapted herself easily and contentedly to the narrow life of an economical estate in the country, winning the hearts of the poor by her kindness, and giving a glow of comfort to a household in which there was a mother-in-law of the proverbial description. Mme. Roland seems not to have liked this aged and testy lady. She gave to her dislike a wider expression among her friends than was necessary. But, as usual, time brought its revenges. To the daughter of Mme. Roland is due, at least remotely, the somewhat damaging frankness of the present volume. Mme. Roland had herself been outspoken. She had not found her growing daughter as brilliant as she expected from her judgment of her own powers and her fatth in the methods of Rousseau. It was an unpardonable offence that she should have declared her child to be lacking "in depth of sentiment and keenness of intellect." The girl Eudora (Mme. Champagneux), though she lived to be nearly eighty years of age, never forgave the slight. She gave her reverence to the memory of her

Roland seems to have deserved this tribute from his daughter. But he does not emerge unscathed from the author's historical crucible. He was opinionated, intolerant, a man of words when he should have been a man of action, one whose defects of judgment were aggravated rather than otherwise by his wife at critical junctures, not only in their own affairs, but in those of their country. Such is certainly the estimate of Roland that is to be found in this book. The light cast upon the relations of these two personages is one of the novelties of the Mme. Roland was a Mile. Phlipon. Her mother was a woman of admirable traits and training, a living model for her daughter; while her father, an engraver, painter and enameller, with the capacities of an artist subdued by the necessities of the tradesman, was an object of more or less criticism to a woman who as she emerged from girlhood became only the better fixed in an idealism which might change its aims but never its inspira-In a critical period of girlhood Mile. Philpon was enthusiastically religious, luxuriating as deeply in the passion of piety as Mme. Guyon, of whom it was said-by herself perhaps -that for prayer she neglected her household. Afterward there came the time, unusually prolonged in her case, of waiting for a desirable husband. The suitors were co many, if Mile. Philipon's confessions are to be accepted, as to draw from the author of this book satirical remark that the young lady was one of these who beheld a possible lover in every man she met. Her objection to tradesmen was insuperable. She had a preference for a man of letters. This developed into a wish, with some naïve restrictions, for the lifelong companionship of a man much older than herself. science and an encyclopaedist, became her An unhappy life at home after the death of her mother aided to make her willing to marry. But yet, with some perversity, she talked of friendship rather than love, and drove Roland into hopelessness and bewilderment by her moodiness, especially as shown in their letters. One might imagine that this discontent would be increased by the responsibilities of marriage. But Mme. Roland, while cherishing an almost exaggerated respect for her husband as a man of learning, soon found that her own literary powers were just the complement of his. He could gather the data for a treatise, but he could not express his thoughts with simplicity and directness. His wife adapted herself to his needs. She was his secretary, his adviser, and time and again his works were practically her way of saying what he thought.

For years things went on in this way. To his wife's initiative Roland owed in great measure his political advancement, which near the last days of Louis XVI, and again under the rule of the Girondists, placed him at the very head of affairs. Mme. Roland, while she clung to the tradition that women should take no public part in politics, was incessantly active in the circle over which she held sway. To her as much as to any one the Revolution and the Republic owed their existence, and, according to the volume in hand, it was to her that the failure of both in the time of the Terror was largely due. A skilful man wielding the power that she wielded would have taken account of every human force that came to his hand and would have made such use of it as he could. He would have allowed no prejudice to deter him from accepting all the aid proffered to him. It was felt by the leaders of the masses, by men like Danton, that Mme. Roland was the real power behind the Girondists. Nobody could have made greater efforts to placate her than Danton. It is glorious to imagine her riding the frightful tempest that was soon to come and turning it to something less hateful that it was to be. But the thought s vain. She could not endure. She confessed his mental power. But she revolted at his presence with an unconquerable physical repugnance. A mere whim left the Girondists helpless victims of as mercliess a tyranny as every existed.

In the midst of these disorders and defeats, Roland soon showed how little he was fitted for action. He gave people reams of advice which take the responsibility and to give commands, he evaded it. If Mme. Roland had been more decisive, he would have seen his task more clearly, But she, too, was wanting at the crisis. The author of this book says her fallure as the uncrowned queen of the Republic was due simply to the fact that she was in love with Buzot, deputy in the Constituent Assembly from Eoreux, Normandy. Buzot was a serious, earnest man, Roland. He had elegance of manners and taste in dress that pleased her, and she was critical in such matters. Besides he had the positive vigor that seemed to presage success, and she was weary of her husband's failures and blind to her own share in the blame. But the solution which she gave to the problem that vexed her was enough of itself to prove her supremacy. She was frank with both her husband and Buzot. She broke the hearts of both, as the saying is. A true wife, but not a very submissive one, she kept them both the devoted slaves of her political purposes until the storm broke which separated them, sent her to the guillotine, Roland to suicide and Buzot to a death, which to this day remains partially a mystery. With the details which have now been added to the narrative,

Mme. Roland's life and death are the perfection of tragedy. There is not wanting even the finical requirement of the Greek drama that the protagonist should deserve her fate and blindly hasten to it. The book is well illustrated, especially with portraits of Mme, Roland, most of which, however, it is explained, are apocryphal. An interesting family tradition, which helps criticism on this point, is that Mme. Roland never had her portrait painted except in profile.

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NORWICH JINE, via New-London, from Pier 40 N. R., next Deslorosses-st., week days only, at 5:30 P. M.

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BOATS leave Pier 43, N. R., foot of Christopher St., every week-day at 6 P. M., connecting at Hudson with Boston & Albany R. R. RAMSDELL LINE.-Steamers leave Pler 24, N. R., foot Franklin-st., for Cranston's, West Point, Cold Springs, Cornwall, Fishkill Landing and Newburg, wesk days 5 o. m.: Sunday, 9 a. m.

REAL ESTATE.

BUSINESS IN THE FIELD.

The tradition in real estate circles is that the spring season of sales ends on or about May 1. Yet there are many in the business who now assert that | I, it is not until June 1 that this period of activity comes to an end. Whichever view be held, last week gave indications that the end of the season had already come. There were no large and important sales, while at the auction-rooms, with one or two exceptions, there were plain indications that lew sellers and purchasers were coming to terms

with one another.

This has not been a good season for rentals. The number of dwellings which have been leased or sold is unusually limited. The activity in the rentals of flats and tenement-houses has been greater.

As to particular movements in the real estate field last week, there were indications of an attempt to place in special favor the flatlands above Central Park and lying between Lenox-ave, and Morningside Park. These lands just above the were the ones which the Tammany syndicate had in hand in 1889 as the proper location for the World's Fair. It is said that a large syndicate is behind the present attempted "boom." There are many lots there belonging to the estate of William H. Lee. Another large owner is John D. Crimmins.

The old-time buildings downtown are having a

tough time of it in competition with the new "skyscrapers." In order to retain tenants their owners have been compelled to reduce rents. The hallways are comparatively dark in these structures, while | P the elevators, when there are any, are "slower than cold tar." Several of these old buildings are being renovated and improved. There is one building, for instance, not far from Broadway and Liberty-st., the interior of which has been improved with light shafts, skylights, walls and ceilings painted in light and renovated through all devices calculated to afford a cheerful appearance.

The erection of tall buildings, however, goes steadily on. The Johnston Building, at Broad-st. and Exchange Place, has just been opened, and some of the largest business and legal firms of the city have the largest business and legal firms of the city have gone into it. The tail downtown buildings have been renting with remarkable facility. There will be two more of these ready for occupancy next fall and three more next spring. There are indica-tions that the offices in many old-style buildings will be unoccupied, and the inference is that these buildings will be form down and modern structures excepted in their ribos.

hest-known firms which have long had offices in the building is Seward, Guthris, Morawetz & Steele, lawyers, formerly Seward, Da Costa & Guthrie. The building is to be demolished and a tall office building erected on the site.

The little old three-story house on the Siegel-Cooper Company site, at Eighteenth-st. and Sixth-ave. has been torn down. This marks the end of the strife between the occupant, Andrew Soubirous, and the great drygoods house. Mr. Soubirous demanded \$12,500 for his leasehold rights, which ran to last Friday. He did not get the money. He vacated the place at noon, and at night the little building was no more.

The sale of No. 221 Fifth-ave., between Thirtieth and Thirty-first sts., to deneral Lloyd S. Bryce for value of the property on the east side of the sfreet as compared with that on the west side. At the Lasak sale, on the west side, the property adjoining the south corner at Thirty-second-si. was bought by Charles Astor Bristed for \$18,400. This difference in value may also be traced to the effect of the Waldorf Hotel and the Holland House, both on the west side.

Peter F. Meyer & Co. of 275 lots on Undercliff Ter-race on Wedneslay.

William M. Hyan will sell on Wednesday, mostly under executors' orders, property at the southwest corner of First-ave, and Eleventh-st., a dwelling in Second-ave, and in Seventy-third-st., near Park-ave.

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Dublic Notices.

DURSUANT to statutory requirement, notice is hereby given that an act has been passed by both aches of the Legislature, entitled and worded as folorances of the Legislature, entitled and worded as follows:

An Act to amend Chapter 4 of the Laws of 1801, entitled 'An act to provide for rapid transit railways in cities of over one million inhabitants,' as amended by Chapters 102 and 554 of the Laws of 1892, as amended by Chapters 125 and 752 of the Laws of 1894, as amended by Chapters 129 of the Laws of 1894, as amended by Chapter 189 of the Laws of 1895, as amended by Chapter 199 of the Laws of 1896, as a mended by Chapter 199 of the Laws of 1896, as the control of the Mayor, in the City Hall, in the city of New-York, on Wednesday, May 6, 1896, at 2 p. m.

Dated City Hall, New-York, April 27, 1896.

PURSUANT to statutory requirement, notice

branches of the Legislature, entitled and worded as follows:
An Act to amend Chapter 191 of the Laws of 1888, entitled "An act to provide for the acquisition of sites for school buildings by the Board of Education of the City of New-York," as amended by Chapter 35 of the Laws of 1800. Further notice is hereby given that a public hearing upon such bill will be held at the office of the Mayor, in the City Hall, in the city of New-York, on Tuesday, May 5, 1806, at 1 p. m.

Dated City Hall, City of New-York, April 27, 1896. seip Wanted.

Sale of Lease at Anthon.

FIFTH AVENUE, Near 125th Street-Su-

FIFTH AVENUE. Near 125th Street.—Supreme Court. City and County of New-York. In the Matter of the Application of Charles N. Crittenton and others for the making of a lease of 2,019 Fifth Avenue.

In pursuan e of a decree duly made and entered upon the above criticed application, bearing date April 7th, 1896, I, the understand, the Referee therein named, will lease the application by the Real Estate Exchange and Auction Rooms, Limited, 59 to 65 Liberty Street, in New York City, on the 5th day of May, 1896, at twelve o'clock noon of that day, by Richard V. Harnett & Co., Auctioners, the premises in said decree mentioned as the lot 2,019 Fifth Avenue, New York City, and therein more particularly described as follows:

All that certain lot, piece or parcel of land, with the buildings thereon erected, situate, lying and being in the Twelfth Ward of the City of New York, bounded and degree the Armen of the City of New York, bounded and degree of Fifth Avenue distant ninear feet eleven inches southerly from the corner formed by the intersection of the casterly, parallel to One-hundred-and-twenty-sith the southerly side of Fifth Avenue distant ninear here. It is an experimentally through the centre of a party wall, eighty feet, thence southerly parallel to Pitth Avenue, eighteen feet, thence westerly parallel to One-hundred-and-twenty-fifth street, and partily through the centre of a party wall, eighty feet, to the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northerly, along the easterly side of Fifth Avenue, and thence northe FROM GRAND CENTRAL STATION, 42D STREET.

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VETHERLANDS LINE. 8. 8. WERKENDAM. Saturday, May 9th, 9 a. m. S. S. EDAM. Thursday, May 14th, 9 a. m. Site call both ways at Houlesne-sur-Mer, France, Friedwin, 855-870; second cabin, 835; steerage at very low rates. Apply for bandbook and terms, General Passenger Agency, 29 Broadway.

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Per old POINT COMPORT, NORFOLK, NEWPORT NEWS, PETERSBURG, PORTSMOUTH, PINNERS POINT, RICHMOND, VIRGINIA BEACH and WASHINGTON, D. C., daily, except Sunday, Richmond direct (via all-water route), Monday (Preight only), and Saturday (Passengers and Freight). Sailings from Pier 28, N. R., 3 P. M. Sat., 4 P. M. Through tickets and freight rates to all points.

W. L. GUILLAUDEU, Vice-Pres. and Traffic Mgr.

DANAMA RAILROAD CO. DANAMA RAILROAD CO.

Owning and Operating COLUMBIAN LINE.
THE SEA ROUTE TO SAN FRANCISCO.

Connecting at the Isthmus for all West Coast Ports of Mexico, Central and Sauth America.

Steamers sail from Pier foot West 27th St., N. Y.

FINANCE... May 11, noon ALLIANCA... May 20, noon
For rates apply at Company's office, 29 Broadway.

JOHN MUIR, Traffic Manager.

RED "D" LINE OF STEAMSHIPS. RED "D' LINE OF STEAMSHIP'S,
for La Gusyra, Puerto Cabello, Curacao and Maracalbo, via Curacao, from Pierrepont Stores, Brocklyn.
SS CARACAS Tuesday, May 6, 1 p. m.
SS VENNEZUELA Thursday, May 23, 1 p. m.
SS PHILADELPHIA Saturday, May 23, 1 p. m.
SS CURACAO TOR MARACAHRO.
Thursday, May 23
These American steamers, built expressly for the trade, have superior accommodations for passengers.
BOULTON, BLISS & DALLETT,
General Managers, 135 Front-st.

ZAVANNAH LINE, OCEAN S. S. CO. Tri-weekly from Pier 34, N. R., foot of Spring-st., Tuesdays, Thursdays and Saturdays, at 3 P. M. For freight and passage apply to J. D. Hashagen, E. A. W. H. Rhett, Gen. Agt., S. F. & W. Ry, 261 Bway. Cet. R. R., 317 Bway, O. M. Sorrei, Mgr.

L.P. Beckwith, G. F. & P. A. F. C. & P. R. R., 353 Bway. A GENT WANTED.—For almonds, fillerts, pistacho dates, by first-class Marrelles House, Apply, wireferences to A. B. M., 4,702, care of RUDOLF MOSSE, Ouen Victoria St. E. C. Londan England.

Bailroads.

AMERICA'S GREATEST RAILROAD. NEW YORK

JOHN M. TOUCEY,
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General Passenger Agen

BALTIMORE AND OHIO RAILROAD.

COMMISSIONERS OF THE SINKING

TO CONTRACTORS.

WILLIAM L. STRONG,
Mayor;
JOHN W. GOFF,
Recorder,
ASHBEL P. FITCH,
Compredien

ANSON G. M'COOK Chamberlain; WILLIAM M. K. OLCOTT, airman Committee on Finance,

DOLLARS,
Forms of estimates and further information, if desired,
also the form of agreement, including the specifications
for the work, can be obtained at the office of the Comptroller, No 280 Broadway.

Commissioners of the Sinking Fund.

WILLIAM L. STRONG, Mayor;

JOHN W. GOFF. Mayor;
Recorder;
Recorder;
ASHBEL P. FITCH,
Compiteder;
ANSON G. MCOOK,
Chamberlain;
WILLIAM M. K. OLCOTT,
Chairman of Committee on Financ
Board of Aldermen;
New York, April 27th, 1896.

of the

Stations foot of Desbrosses and Cortlands Streets.

D.00 A. M.—FAST LINE—Parlor Car to Pittubur.

10.00 A. M.—PENNSTLVANIA LIMITED—Pulma Compartment, Sieeping, Dining, Smoking and Observation Cars. Arrives Chicago 9 A. M., Cleveland Toley 9 A. M., CHICAGO AND ST. LOUIS EXPRESS. Pullman Sleeping and Dining Cars to St. Louis 10.50 A. Louis 7 P. M., Chicago 5.15 P. M.

6.00 P. M.—WESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago and Cleveland. Arrives Checked Chicago and Cleveland. Arrives Checked St. Chicago 10.50 A. M., Chicago

Railroads.

and Dining Cars to Chicago and Cleveland Antrocompany of the Chicago and Cleveland Antrocompany of the Chicago and Cleveland Antrocompany of the Chicago and Cleveland AntroSieeping and Dining Cars to Cincinnati and 8t Louis
Arrives Cincinnati 8 P. M., Indianapolis 10.18 P. 12
St. Louis 7 A. M., second morning.
3,00 P. M.—PACIFIC EXPRESS.—Pullman Sieeping Coto Pittsburg. Connects for Chicago daily and Cleveland
except Saturday.

1:00 P. M.—Daily. Chicago Special for Detroit, Cleveland, Toledo and Chicago. Stops at Poughkeepsie, Albany, Schenectady. Utica, Syracuse, Rochester and Buffalo.

3:30 P. M.—Except Sunday. West Point, Poughkeepsie, Albany, Troy, Saratoga.

4:30 P. M.—Except Sunday. West Point, Poughkeepsie, Albany, Troy, Saratoga.

5:20 a. m., Chicago 4:30 p. m. Stops at Albany, Utica and Syracuse.

6:00 P. M.—Daily. For Albany, Troy, Utica, Adirondack Mountains, Montreal, Syracuse, Buffalo, Niagara Falis, Cleveland, Toledo, Detroit, Chicago, Chicnanati, St. Louis, Chicago, Burlington, Plattsburg, St. Albans and Montreal.

7:30 P. M.—Daily. For Troy, Saratoga, Burlington, Plattsburg, St. Albans and Montreal.

7:30 P. M.—Daily. For Buffalo, Niagara Falis, Cleveland, Indianapolts, St. Louis, Chicago, Stops at Poughkeepsie, Albany and Utica.

9:109 P. M.—Daily, For Syracuse, Oswego, Watertown, Ogdensburg, Buffalo, Niagara Falis, Cleveland, Toledo, Chicago, and, except Saturday, for Cape Vincent and the Auburn Read.

12:10 NIGHT—Theatre train for Chicago and principal points on New-York Central, every night, except Sunday night, Sunday nights Albany and Chicago sleepers leave on 9:15 p. m. train.

9:164 A. M.—Sunday only, to Fittsfield and the Berkshirth Hills, via Harlem Division.

"ALL NIGHT" TRAINS TO YONKERS.

"All night" trains run between 155th-st, and points on Putnam Division as far as Yonkers, in connection with the Elevated Road. This is the only line running "all"

"All. NIGHT" TRAINS TO YONKERS.

"All night" trains run between 155th-st. and points on Putnam Division as far as Yonkers, in connection with the Elevated Road. This is the only line running "all night" trains out of New-York.

Wagner Palace Cars on all through trains.
Trains illuminated with Fintesh Light.
Tlekets and Wagner offices at Grand Central Station, 113 Broadway, 14 Fark Place, 261, 413 Broadway; 31 East 14th-st., 142 Broadway; 225 Columbus-ave; 61 West 155th-st., and 153 Broadway; E. D. Broadway; 38 and 726 Putton-st., and 163 Broadway; E. D. Broadway.

Baggage checked from hotel or residence by the West-cott Express Company. 5 (Dining Car), 6 (Ching Car), 10 (Ching Car), 10 (Ching Car), 10 (Ching Car), 10 (Ching Car), 11 (Ching Car), 12 (Ching Car), 12 (Ching Car), 13 (Ching Car), 14 (Ching Car), 15 (Ching Car), 16 (Ching Car), 16 (Ching Car), 16 (Ching Car), 17 (Ching Car), 17 (Ching Car), 17 (Ching Car), 18 (Ching Car),

CENTRAL RAILROAD of NEW JERSEY

PAST EXPRESS TRAINS TO
Baltimore, Washington, Chicago, Cincinnati,
St. Louis and all Points West.

PAST EXPRESS TRAINS TO
Baltimore, Washington, Chicago, Cincinnati,
St. Louis and all Points West.

Points West.

Leave Lidan Car Service on All Trains.

Leave New-York foot of Liberty-st. daily for CHICAGO,
2:00 p. m. and 12:15 night. CINCINNATI, ST. LOUIS, 10
a. m., 6:00 p. m. WASHINGTON, BALTIMORE, 5:15
a. m., ex. Sun., 10 a. m. doining Car), 11:30 a. m. doining Car), 0:00 p. m., Dining Car)

6:300 p. m., Dining Car), 6:00 p. m., ex. Sun., Dining Car)

6:300 p. m., Dining Car), 6:00 p. m., 12:15 night.

NORFOLK, 11:30 a. m. daily.

NEW-ORLEANS, Boanoke and Chattanooga, Pullman
Steeper, 5 p. m. daily.

FOR LAKEWOOD

ROYAL BLUE LINE

LEHIGH VALLEY RAILROAD.

ng and Harrisburg.

1:00 P M. daily, except Sunday, for ELMIRA and all tions.

610 P. M. daily, for BUFFALO, NIAGARA FALLA and all points West. Pullman Sleeper Vestibuled Tails N. V. to Chicago. Sleeper to Endialo and Toronto. Connections for Reading and Harrisburg.

6100 P. M. daily, for ITHACA, GENEVA, BOCHESTER, RUFFALO, NIAGARA FALUS, and all points West. Pullman Sleeper to Chicago and Buffalo. Chaircar to Wilkesburge.

11:50 P. M. daily, except Sunday, for EASTON and intermediate points.

Additional local trains daily, except Sunday for BOUND BROOK and intermediate points, leave as follows: \$00 A.M. 9:00 A.M. 12:10 P.M. 4:20 P.M. and 6:30 P.M. Tickets and Pullman accommodations at 235, 273, 94, and 1,323 Broadway, 31 East 14th St. 156 East 125th St. N. Y. 800 Fullon St. 4 Court St. 98 Broadway, and Broaklyn Annex Broaklyn.

New-York Transfer Company will call for and check hargage from hotel or residence through to destination.

as sarety or otherwise, upon any obligation to the Corporation.

For the nature and extent of the work to be done hidders are referred to the drawings and the specifications. The drawings may be seen at the office of the Architect, Robert Maynicke, Rosens 15 to 18 (twelfth story), New York Commercial Ruldians, Nos. 725 and 727 Broadway, in the City of New York.

The entire work to be completed within NINETY DAYS after the notice to commence work has been given by the Commissioner of Public Works.

The amount of security required is—\$3.000 on Rid No. 1, \$3.000 on Rid No. 2, \$2.500 on Rid No. 5, \$10.000 on Rid

DELO. LACKAWANNA AND WESTERN R. R. Stations in New-York, foot of Barciny and Christopher Streets.

VESTIBILED TRAINS, PILLMAN BUPFET CARS, PINTSCH LIGHT.

Direct route to New-Mork, Proceedings of the Orange of th

COMMISSIONERS OF THE SINKING
FUND.

1896

PROPOSALS
FOR SEWER, WATER AND GAS CONNECTIONS OF
THE PUBLIC BUILDING TO BE ERECTED IN
CROTONA PARK, NEAR THIRD AVENUE, IN
THE TWENTY-FOURTH WARD OF THE CITY
OF NEW YORK, FURSUANT TO CHAPTER 245
SEALED BIDS OR ESTIMATES for the above work, students of the bove title, also with the name of the person or persons making the same, and the date of presentation will be received at the office of the sentation will be received at the office of the public of the control of the c

THE TWENTY FOURTH WARD OF THE CITY OF NEW YORK, PURSUANT TO CHAPTER 248 OF THE LAWS OF 1831.

SEALED BIDS OR ESTIMATES for the above work, indorsed with the above title, also with the name of the person or persons making the same, and the date of presentation, will be received at the office of the Comptroller, rooms Nos. 14 and 16. Finance Department, No. 250 Broadway, in the City of New York, until twelve o'clock M. of Tueslay, the 12th day of May, 1836, at which place and hour the buds will be publicly opened in the presence of the Commissioners of the Sinking Fund and rend, and the award of the contract, if awarded, will be made to the lowest bidder, with adequate surety, as soon thereafter as practicable. The person or persons to whom the contract may be awarded shall be required to attend at this office with the suretles offered by him or them, and execute the contract within five days from the date of the service of a notice to the effect that the contract has been so awarded, and that the adequacy and sufficiency of the surety offered has been approved by the Comptroller, and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and a in default to the Corporation, and thereupon the work shall be readvertised and relet, and so on until the contract be accepted and executed. The work to commence at such time as the Commissioner of Public Works may designate.

N. B.—The price must be written in the bid, and also stated in figures, and all estimates will be considered as informal which do not contain bits for all which tota are herein called. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Commissioners of the Sinking Fund to reject all bids if it shall be deemed for the public interests so to do. No bid will be accepted from, or contract awarded to, any person who is in arrears to the Corporation, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The entile work w Pullman Buffet Sleepers.
TUNETTS AND PULLMAN ACCOMMODATIONS at 14
TICKETS AND PULLMAN ACCOMMODATIONS at 14
Park Place, 420 Broadway. Tickets at form stations, 912
Heradway 111 4th-ave, cor. 12th-st. 53 West 125th-st.
Heradway. 111 4th-ave, cor. 12th-st. 53 West 125th-st.
Heradway. Recoklyn. Time tables giving full infortion of the stationary of the s

WESTSHORE R.K.

Trains leave West 42d St. Station, N. Y., as follows, and 15 minutes earlier from foot of Franklin st.: 3:30 A. M. Daily local to Buffalo, 7:30 A. M. Daily local to Albany for Catskill Mountains and Saratosa Parlor cars to Albany Sundays only, 9:15 A. M. Daily for Albany, Utica, Syracuse, Rocheter, Buffalo, Niagara Falls, Toledo, Cleveland and Chengo. 11:35 A. M. Dally, except Sunday, to Catchill Moultains, New Pailts, Lakes Mohonk and Minnewakh, Albany, Saratoga, Caldwell, Lake George, Parlor Car.
4:00 P. M. Dally, except Sunday, for Albany, Sontaga, Rochester, Buffalo, Niagara Pails, Toronb. Syracuse, Rochester, Buffalo, Niagara Pails, Toronb. Spracuse, Cleveland, Chicago and St. Louis.
Saratoga and Montreal.
7:145 P. M. Dally, except Sunday, for Newburg, Albany, Sontaga and Montreal.
8:15 P. M. Dally except Sunday, for Utica, Syracuse, Rochester and Buffalo, Syracuse, Rochester and Buffalo, Niagara Falls, Toronto, Detroit, Checland, Chicago and St. Louis.
For itckets, time tables, parlor and sleeping-oar accommodations apply city offices, Brocklyn and New York, and at stations. Time tables at principal hotels.
Gen. Passenger Agent, 5 Vanderbilt-ave, New-York, John St. Passenger Agent, 5 Vanderbilt-ave, New-York, Sci.

ERIE RAILROAD Through trains leave New-York, foot of Chambers is follows, and five minutes earlier from West 23d-sl.; as follows, and five minutes earlier from West 23d-sl.; as follows, and five minutes earlier from West 23d-sl.; as follows, and five minutes are follows. Meadville and the West. Parlor car follows.

town, Meadville and the West. Parior can buffalo.

Buffalo.

P. M.—Vestibuled Limited fast mail Daily, solid train for Chicago, via Chautauqua Lake, arrives Cleveland 7:30 A. M., Chicago 5 P. M. Siesper Chicago, Cleveland and Cincinnati. Dining

7:30 P. M.—Buffalo Vestibuled Express Dally, Sprives Buffalo 7:30 A. M., making direct connections for Detroit, Chicago and the West. P. M.—Via Chautaqua Lake and Nisgars substituted to the Carlotter of Dally. Solid train to Chicago. Sleepers to Buffalo, Chicago and the Carlotter Dally. Solid train to Chicago. Sleepers to Buffalo, Chicago and Checimant. Dining Carlotter and Carlotter and West. 23d-st. ferries. December 125th-st., Chamber and West. 23d-st. ferries. New-York: 333 Futton-st. Brooklyn; 200 Hudson-st. Hoboken, and Jersey City Station. Eric Transfer Company calls for and checks baggage from hotels and residences to destination.

New York, April 27th, 1896.

A DVERTISEMENTS and subscriptions for The Tribune A received at their Uptown Office, No. 1,242 Broadway, 2d door north of 31st-st., until 9 o'clock p. m.; advertisements received at the following branch offices at regular office rates until 8 o'clock p. m., vis.; 254 8th-ave., s. e. co.; 234-st.; 152 6th-ave., colock p. m., vis.; 254 8th-ave., s. e. colock p. m., vis.; 254 8th-ave., 162 8th-ave., 163 9th-ave., 163 8th-ave., 163 9th-ave., 163 8th-ave., 163 9th-ave., 163 8th-ave., 163 9th-ave., 163 8th-ave., 163 8th-a